

AN ORDINANCE
BY COUNCIL MEMBER CLAIR MULLER

G-15
00-0-0566

AN ORDINANCE TO AMEND CHAPTER 138,
ARTICLE III, DIVISION TWO, SECTION 138-
84, OF THE CODE OF ORDINANCES
ENTITLED "*STREET HUMPS -
INSTALLATION*," SO AS TO EXPAND
NEIGHBORHOOD PARTICIPATION IN THE
DECISION TO INSTALL SPEED HUMPS ON
LOCAL RESIDENTIAL STREETS; TO REPEAL
CONFLICTING ORDINANCES; AND FOR
OTHER PURPOSES.

WHEREAS, the City of Atlanta has a speed hump ordinance, codified in Section 138-84 of the Code of Ordinances, which defines the method by which speed humps may be installed in local residential street segments; and

WHEREAS, the ordinance currently requires 75 per cent of the property owners on any local residential street segment to evidence their desire to have such speed humps by signing petitions; and

WHEREAS, recent installation of speed humps has occurred, consistent with the ordinance, but without notice to or agreement by the residents of neighboring streets who rely upon the humped street for ingress or egress; and

WHEREAS, the City Council desires to make the process of installing speed humps more inclusive;

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, hereby ordains as follows:

Section One: That Chapter 138, Article 111, Division 2, 138-84 (b) of the Code of Ordinances, which currently read as follows:

"When presented with petitions in form satisfactory to the city signed by 75 percent of the property owners on any local residential street segment (based on front footage), evidencing their desire to have such speed humps, to accept the signage and markings appurtenant thereto, and acknowledging that installing the speed humps will slow the response time of the fire department by several seconds per hump and slow other emergency vehicles as well, the department of public works shall be responsible for the administration of the speed hump program to include conducting traffic engineering studies to

determine whether **all of** the conditions set forth **below** are met. **As a part of** such study, the police and fire departments shall be notified and given the opportunity to comment **on the** applicability of section **2.11** of the Guidelines to the particular street segment. **If all** conditions are met the city shall construct and install speed humps on such street segment. The conditions which must be met **are as follows:**

1. The street segment must be on a residential street functionally classified **as local**.
2. The 85th percentile speed **of traffic** on such street **must** be at least **11** miles per **hour** over the posted speed limit.
3. The property **owners** on such street segment may apply to the city for funding for **all** costs of construction and installation; in the alternative, the property owners may elect to engage **a** private contractor to construct the speed humps in accordance with **all** requirements **of** the department **of** public works and to pay all costs **of** construction and installation.
4. That the street segment meet the criteria contained in part **2.0** of the Guidelines and the speed humps meet the criteria in part **4.0** of the Guidelines, except to the extent **this** article expressly provides for different criteria. **Further** provided, that if **I.T.E.** revokes or suspends the Guidelines, then **this** requirement shall not be deemed to have been met for any speed hump installation not completed by the date of such revocation or suspension.”

be amended by deleting the foregoing in its entirety and inserting in lieu thereof the following:

“When presented with petitions in **a** form satisfactory to the city, signed by **the following:**

- (1)** 75 percent of the property owners on any **local** residential street segment (based on front footage);
- (2)** the signatures of 75 percent of the property owners on any other local residential street segment (based on front footage) that intersects the street segment proposed for speed hump installation; and
- (3)** the approval of any applicable neighborhood civic association,

thus evidencing their **collective** desire to have such speed humps, to

accept the signage and markings appurtenant thereto, and acknowledging that installing the speed humps will slow the response time of the fire department by several seconds per hump and slow other emergency vehicles as well, the department of public works shall be responsible for the administration of the speed hump program to include conducting traffic engineering studies to determine whether all of the conditions set forth below are met. As a part of such study, the police and fire departments shall be notified and given the opportunity to comment on the applicability of section 2.11 of the Guidelines to the particular street segment. If all of the following conditions are met the city shall construct and install speed humps on such street segment. The conditions which must be met are as follows:

- A.** The street segment must be on a residential street functionally classified as local.
- B.** The 85th percentile speed of traffic on such street must be at least 11 miles per hour over the posted speed limit.
- C.** The property owners on such street segment may apply to the city for funding for all costs of construction and installation; in the alternative, the property owners may elect to engage a private contractor to construct the speed humps in accordance with all requirements of the department of public works and to pay all costs of construction and installation.
- D.** That the street segment meet the criteria contained in part 2.0 of the Guidelines and the speed humps meet the criteria in part 4.0 of the Guidelines, except to the extent this article expressly provides for different criteria. Further provided, that if I.T.E. revokes or suspends the Guidelines, then this requirement shall not be deemed to have been met for any speed hump installation not completed by the date of such revocation or suspension."

Section Two: That all ordinances in conflict herewith are hereby repealed.